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allowed, for the present at least, to contract for all supplies, materials, and equipment needed by the departments, bureaus and offices which come under the supervision of the mayor and of any others who wish to coöperate. The committee's chairman is City Chamberlain Bruère, and with him are associated departmental representatives who have had experience in purchasing. These latter are divided into sub-committees, each of which is responsible for the preparation of the contract schedule of a specific department, and acts in an advisory capacity on all matters relating to the purchase and handling of the supplies of its particular department. Already contracts have been made for a good many of the larger quantities of articles and have insured a considerable saving of money to the city, as, for example, in the case of the contract to supply three million quarts of milk to various departments during the six summer months at a reduction of over \$30,000 as compared with the last prices paid.

A. M. H.

**Regulation of the Jitney Bus.** In this connection a word might be said on the progress of this mode of transportation—the jitney bus. We read of its regulation throughout the land, in El Paso, Texas, Rochester, N. Y., Tucson, Ariz., Washington, D. C., Annapolis, Md., Denver, Colo., Superior, Wis., Warren, R. I., and in the cities of Tennessee. It has resulted in a lowering of street-car fares in Vincennes, Ind.; the street railway company in Paducah, Ky., and in Springfield, Mass. has been obliged to reduce its expenses in order to offset the cut in profits due to jitney busses, in the latter case by a reduction in salaries paid to employees; while in Harrisburg, Pa., and in Richmond, Va., the street railway company has itself undertaken to operate jitneys. State-wide jitney bills have been killed by the Massachusetts and by the Pennsylvania legislatures. In Philadelphia the six hundred cars in its jitney service have been placed under police protection and supervision in order to relieve traffic congestion. Order and temperance in the use of the jitney bus are fast becoming the rule, however, and this chiefly by forcing out drivers who cannot provide themselves with a substantial bond. Bonds vary in amount: in Little Rock, Ark., operatives must furnish a bond of \$2000; in Louisville, Ky., \$5000; and in San Diego, Cal., the amount is \$10,000. Jitney busses first made their appearance in Vancouver, British Columbia, in January, 1915. Two months later there were over three hundred and fifty operating, and the Vancouver Auto Public Service Association was formed shortly afterward. Considerable opposition is encountered in Vancouver, however, because

the decrease of 1,138,333 passengers on the street railways in one month has cut deeply into the profits of the company and those turned over to the municipal government by the company have been diminished by about one-third their usual size.

Along this line it is interesting to note, from the report of the London traffic branch of the board of trade, the activity of motor busses in London. During the year 1913 they carried 734,000,000 passengers, or nearly twice as many as in 1910, and within 90 per cent of the number carried by the street cars and nearly 60 per cent more than by the local steam railroads. In 1913 there were over 3600 omnibusses licensed and of these only 142 were drawn by horses. Although during the ten-year period, 1903-1913, the number of busses licensed had increased by only about twenty-eight, yet the number of passengers carried had grown by about 250 per cent, and the mileage traversed was nearly three times as great.

A. M. H.